

CBW

Coach and Bus Week

The PSV industry's news weekly • 6 July 1996 • Issue 225



DOUBLE FIRST

Will others follow Souter's artic lead?

All the PSV news **4-10** ● Legal News **12&13** ● Tour News **14&15** ● Marksman **16**
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Alf Moseley Continental

**QUALITY
NEW
& USED
COACHES**

1989 (January) MERCEDES BENZ 0303 12M

53 reclining seats (VOGEL), red / orange / yellow moquette, courier seat, rear continental door, tinted side windows with roller blinds, power entrance door with peage window, full SUTRAK air conditioning, carpet to gangway and driver's area, finished red/cream. **M.O.T. 30th November 1996**

1989 (February) DENNIS JAVELIN 12M DUPL 320

51 reclining seats, brown / yellow / orange / moquette, rear nearside floor mounted toilet, tinted side windows, power operated entrance door, finished white / orange / red. **M.O.T. 13th May 1997**

1988 (March) BEDFORD YNV 12M DUPL 320

52 reclining seats, brown / yellow / orange / moquette, rear nearside floor mounted toilet, drinks machine, tinted side windows, power operated entrance door, finished white / blue. **M.O.T. 30th January 1997**

1988 (March) BEDFORD YNV 12M DUPL 320

52 reclining seats, brown / yellow / orange / moquette, rear nearside floor mounted toilet, drinks machine, tinted side windows, power operated entrance door, finished white / blue. **M.O.T. 18th September 1997**

1987 (April) TOYOTA OPTIMO

19 seats, red striped moquette, tinted side windows, power operated entrance door, finished all white. **M.O.T. 14th May 1997**

1985 (April) DAF SB 2300 12M PLAXTON PARAMOUNT 3200

53 reclining seats, grey / red moquette, tinted side windows, curtains, power operated entrance door, finished all white. **M.O.T. 27th March 1997**

1985 (February) VOLVO B10M BERKHOFF EMPEROR

60 reclining seats, red striped moquette, courier seat, toilet, drinks machine, tinted double glazed side windows with blinds, power operated entrance door, finished cream / maroon. **M.O.T. June 1997**

1983 (June) LEYLAND TIGER 12M DUPL CARIBBEAN

46 reclining seats, brown / orange moquette, rear offside sunken toilet with continental door, rear servery, double glazed tinted side windows, power operated entrance door, semi-automatic gearbox, finished cream. **M.O.T. 27th January 1997**

1983 (June) LEYLAND ROYAL TIGER DOYEN 12M

50 reclining seats RECENTLY RETRIMMED in brown / red / orange moquette, courier seat, tinted double glazed side windows, power operated entrance door, semi-automatic gearbox, driver's fan, finished all white. **M.O.T. 12th September 1996**

1983 (June) VAN HOOL ASTRON (MAN) 12M

60 reclining seats (recent retrim), Holdsworth brown graffiti moquette, courier seat, driver's berth, wired for TV/Video, drinks machine, toilet, tinted side windows, curtains, power operated entrance door, finished all white. **M.O.T. 12th September 1997**

1982 (June) LEYLAND TIGER DUPL GOLDLINER IV

49 reclining seats, brown / orange moquette, courier seat, rear continental door, tinted double glazed side windows, power operated entrance door with peage window, rear offside sunken toilet, drinks machine, crew compartment, finished white / red. **M.O.T. 7th March 1997**

1979 (May) LEYLAND LEOPARD 12M PLAXTON SUPREME

57 seats, red striped moquette, tinted side windows, power operated entrance door, finished cream / maroon. **M.O.T. June 1997**

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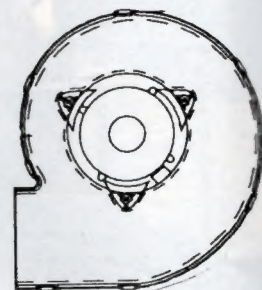
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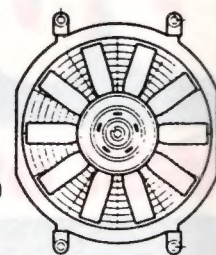
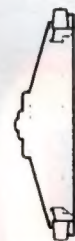
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Warming to artic role

OPERATORS with memories stretching back to the early 1980s will find nothing earth-shattering about the introduction of articulated coaches. Parks of Hamilton had plans for a fleet of Volvo-chassied Duple Goldliners before second thoughts left artic pioneering to South Yorkshire Transport with its MANs and Leyland-DAB service buses.

Ulsterbus has already introduced a batch of Van Hool/Volvo artics on its commuter express services and now the new Plaxton and Jonckheere-bodied Volvo B10M artics for Stagecoach demonstrate that the bendy-coach is an attractive economic package, offering more stability and greater luggage accommodation than an equivalent double decker.

For the passenger, it is much less claustrophobic and there are no stairs for less-mobile customers to negotiate.

Operators have a flexible friend. Shorter wheelbase allows it to twist and weave with greater ease than a 12-metre coach - never mind 13.5 or 15 metre - and, when it comes to resale or time to cascade down to mundane duties, the trailer can be disconnected and rear end grafted-on to the front section - at least that's the theory.

The downside of artic operation must include the greater difficulty reversing and the amount of depot or coach station space required.

Whereas previous plans to

bring in artic coaches to the UK were thwarted by lower speed limits - maximum speed 60 mph and exclusion from the outside lane - recent changes in the regulations have reduced this disadvantage to a mere 2.5 mph.

Could Stagecoach be setting a trend?

By showing the rest of the industry what can be achieved, we could be on the verge of a mini-revolution which confines double deck coaches to the history books.

However, we shouldn't lose sight of the onward march of those other giants from across the English Channel - namely 15 metre coaches, which are expected to become legal before the end of the year.

Whatever happens, it looks as though coaches are going to get even bigger with all the implications that will have for costs and hire rates.

Operators of medium to long-distance express services with high loadings could easily be tempted.



Mike Morgan
Editor

▼ Coach

Bendicoaches arrive i

Stagecoach scores 'double first' with Jonckheeres

BRIAN Souter said the use of luxury bendicoaches on interurban express services was: "a first for Stagecoach and a first for the industry."

Speaking at the official handover of the first two of 12 Volvo B10M articulated coaches, the Stagecoach executive chairman said: "The new coaches make the company more efficient and passengers gain by not having to wait for the next coach."

Stagecoach subsidiary, Fife Scottish, is to pioneer the use of bendicoaches when it replaces 51-seat conventional Volvos on its route X27 between Anstruther and Glasgow on Friday, 12 July, when driver familiarisation is completed.

The first two bendicoaches were handed over

by Mike Morgan

by Sandy Glennie, managing director of Volvo Bus. They have the new-style Jonckheere Mistral 35 high-floor bodywork (the first such artic vehicles built by Jonckheere) with two entries/exits and 72 reclining seats, each with lap belts. The remaining 10 coaches will have bodywork to a similar standard from Plaxton of Scarborough.

A further four bendicoaches will join the Fife operation, providing extra capacity on Stagecoach Express services linking Glasgow or Edinburgh with Dundee, St Andrews and Anstruther. Four go to Ribble and two to Western Scottish.

Mr Souter told *CBW*: "Ideally I'd have wanted to

launch a new service with the artic, but we have to use them operationally where they save another vehicle and there are certain Fife, Ribble and Western journeys which require duplicates. However, the situation is changing all the time, such is the success of the interurban Stagecoach Express."

He added: "Strong increases in ridership across the Fife Express network make this the ideal place to evaluate the potential of these vehicles. Compared to the double decker, this bendicoach offers our passengers much improved facilities and greater comfort. And they are more suitable for crossing the Forth Bridge in adverse weather conditions."



Meeting peak demand: Two Volvo-based Jon

▼ Coach and Bus

First low-floors for independent

THORPES' Stationlink Excels are the first low-floor buses in central London.

Operated by FE Thorpe & Sons since 1993 using Alexander-bodied Mercedes-Benz minibuses on an hourly

clockwise service, Stationlink, the London Transport Buses' tendered wheelchair accessible service, links mainline rail terminals in the capital.

From last Saturday it operates in both direc-

tions, doubling frequency while introducing low-floor buses. Disabled persons with authorised permits travel free - fares are £1 adult, 50p child

Having successfully retendered for the service, Thorpes selected four 9.5-metre Optare Excels to replace the Mercs. They are fitted with 27 seats and have space for up to three wheelchairs. A Deans power-ramp is fitted.

At the end of the first weekend of Excel operation, managing director Frank Thorpe told *CBW* the Excels had been well received. He said: "The appreciative response they drew shows that people are more aware of changes in vehicle design than we think."



Thorpe: beat the big London companies to it

▼ Coach and Bus

BUSK debate

BUSK'S London seminar extolling the virtues of certified retro-fitting of belts - and the perils of employing cowboys - may prompt insurers to re-examine current policies.

The event last weekend attracted representatives from The Coach Association, schools, the Con-

sumers Association, newspapers and the police, but the insurance industry may now be considering loading non-certified seatbelts fitments.

Delegates were particularly concerned to hear of one firm which allegedly published misleading advertising, and has fitted illegal car lapbelts to PSVs.

▼ Coach and Bus

Metroline profit up

LONDON operator Metroline has added 14 per cent to turnover in its first financial year since its management/employee buy-out.

The Harrow-based operator, which has also acquired Atlas Bus &

Coach and Brents Travel Group, achieved £32.6 million turnover and an operating profit of £3.6 million up to October '95. It is repaying loans faster than scheduled and is hoping to gain tendered routes in London this year.

n Britain

FIRST DRIVE

Souter takes wheel of first artic

"A DELIGHT to drive, very responsive and just like a normal 11-metre vehicle," said Brian Souter after his first experience behind the wheel of the 18-metre Jonckheere-bodied articulated coaches for the Stagecoach subsidiary, Fife Scottish.

It's a view endorsed by CBW editor Mike Morgan who took one of the 16,567 kg machines on an exclusive test drive shortly after it arrived at the Yeates dealership in Loughborough.

Motive power comes from a 286 bhp THD102KB engine linked to ZF HP590 automatic gearbox mounted in a 5.6 metre wheelbase B10M chassis. A twin-wheeled axle on the rear unit does not steer, unlike Volvo artics operated by Ulsterbus and Mainline's Leyland-DAB units.

Consequently it drives like a conventional B10M but the short wheelbase improves the turning circle, and the rear cut in ensures that it follows the same track as a 12-metre coach. Steering, brakes and acceleration are very positive and user-friendly.

But it is around four tonnes heavier, and performance unladen was similar to that of a normal B10M

carrying 50 passengers. Nevertheless Volvo Bus md, Sandy Glennie expects fuel consumption similar to that of a rigid B10M.

Around town the trailer cut-in has to be watched with an eagle eye and once on the open road the bendicoach romped along, reaching its 59 mph top speed with ease and able to maintain its course with great stability. Motorway cruising is effortless.

Double-glazing ensures noise levels are very low except for a whistle from the sliding window, and ride quality is exceptionally good, being virtually indistinguishable from a conventional 3.5 metre high coach. And with 72 reclining seats - 40 in the front section - leg room is generous.

What is it like in the trailer?

Walking into the rear saloon while the coach is in motion is a strange experience particularly when turning corners or negotiating an uneven surface. But once seated the ride is exactly the same as in the front, yet curiously more entertaining as the coach articulates and any pitching motion is exaggerated through the turntable.



Souter: Euro bus trail

Scotrail next...?

SPEAKING at the Fife artic handover, Brian Souter would not be drawn on Stagecoach group ambitions to buy Scotrail but he did say the next phase of opportunities lay in European bus privatisation.

Again, he declined to give details but said there were countries where British-style road service licensing had been copied in the past and where pressure forced by size of subsidies would encourage privatisation.

Explaining the groups meteoric rise over the last 15 years in the UK, he said: "We've been in at the ground floor and able to shape the market. However, it's important that we have always invested heavily in new vehicles."



Jonckheeres first, 10 Plaxton articulated coaches later

CPT blasts ITV

THE World In Action programme last week brought an angry reaction from Stagecoach.

It focussed attention on the Perth-based company's competitive tactics since deregulation, put a spotlight on company directors Brian Souter and Ann Gloag, and drew attention to the £37 million fuel duty rebate (FDR) reclaimed by Stagecoach.

But it had nothing new or interesting to say, claimed a Stagecoach spokesman: "It was rehashed, historic rubbish and innuendo," he said.

"Flying a helicopter over Ann Gloag's house, and investigating their religious beliefs was an intrusion on privacy, and was disgusting," he added.

"The programme's

comments about fuel duty rebate was curious, to say the least. FDR is no different from VAT in that it is tax which can be reclaimed, and all bus companies get their fair share."

The suggestion that FDR is a 'subsidy' was also rebuffed by the Confederation of Passenger Transport, who agreed that World In Action made it appear that Stagecoach is the only company which can get it.

"If you take fuel duty rebate away, you push fares up," said public affairs manager Simon Posner. "The CPT's view is that, if people are serious about promoting public transport, the Government should get rid of the FDR freeze and provide further 'subsidy.'"

Road toll setback

FIFE Scottish Omnibuses has suffered a surprise setback in its bid to win tens of thousands of pounds compensation from the Tay Road Bridge Joint Board over toll charges.

However, Scotland's Court of Session has now ruled against Fife Scottish. The judge rejected the operator's claim that it was entitled to a concessionary crossing rate under Tay Road Bridge (Revision of Tolls) Order 1991 and to reimbursement of overcharged tolls. **CBW**



In brief

Travel shop

THAMESDOWN Transport's new travel shop in Swindon has been opened by Dr Caroline Cahm, chair of the National Federation of Bus Users (NFBU). The shop, built by The Parade's developers Sun Alliance, replaces a portable building.

Good feedback

THE NFBU's Welcome Aboard Awards scheme launched in May has brought inquiries from 65 operators and comments from 120 passengers. Now the NFBU and its sponsors Optare are asking for more posters and leaflets to be distributed by operators. Ring 01705 814493.

British steel

SWEDISH coach builder Helmark has chosen British-made Cromwell 3CR12 stainless steel for parts of its vehicle framework. The easily-welded steel costs more, says Helmark, but reduces maintenance and whole-life costs.

Route comp

COWIE Leaside has stumped up £2,000 and masses of free travel to sponsor its Route 253 competition - designed to promote the Aldgate-Euston service. Passengers have to answer seven questions about the route then complete a tie-breaker.

Not just theory

THE first day of the new theory test saw more than 3,500 car drivers answering the 35 questions, and more than 60,000 tests had been booked for the first week, said the Driving Standards Agency. PCV theory tests start January.

Bus

Constructive change of direction

Manufacturer switches to Alusuisse

By Mike Morgan

THERE'S a total change of direction at East Lancs Coachbuilders as the Blackburn-based manufacturer introduces greater efficiencies and switches to Alusuisse construction.

First of a new range is the stylish Spryte. Designed by John Worker, it competes on equal terms with a growing choice of bodies on super-low-floor Dennis Dart chassis. It is available in three lengths up to 10.9 metres. The shortest has 2.3 metre-wide body and the others 2.47 metre-wide. Rossendale has the first - five for a GMPTE tendered route in Bury - 30 have been ordered for British Bus subsidiaries - London & Country 19, Midland Red North 7, The Shires 4.

Side impact protection has been put into the structure at floor level, providing location for the



Spryte leads new stylish look at East Lancs

vertical pillars which are therefore not tied to the position of the outriggers.

Alusuisse bolted construction brings more than structural strength according to sales director, Philip Hilton. "We can introduce cost savings which enable the low-floor bus to be sold for the price of a conventional vehicle."

But this is the first in a range of new Alusu-

isse bodies. A single deck Scania L113 is next, a double deck will follow, and the company will offer rebodies on chassis such as Volvo B10M and Leyland Tiger.

A video available from the company shows vehicle assembly which enables East Lancs to increase total annual output from 300 to 450 while its workforce is cut from 300 to 250.

East Lancs now outsources a large number of body components such as GRP mouldings - and on the Spryte these include skirt panels and roof. Interior cove panels are vacuum-formed ABS with integral Invertec lighting and a restyled cab area is in GRP. On the 9.5-metre £79,800 Rossendale vehicles, seating is by Scandus and a manual wheelchair ramp fitted.

Coach

Plaxton excels

LEADING Dorset operator Excelsior has topped up an initial order for six Plaxton coaches with a further 13, due for delivery next year.

The 57-vehicle operation's diversity is reflected in the order, which includes two, 49-seat Premiere 3500s for Excelsior Coachways Shuttle express routes to London, four, 45-seat Excalibur 3500s for Continental touring, and a further 13, 49-seat Premiere

3200s - half of them toileted - for UK touring.

"We're very happy with Plaxton's product now," said md Len Clarke, who took delivery of 24 Plaxtons this spring. "The finish is very good, and modifications we wanted are now built in."

The fleet's standard Volvo B10M chassis is again the choice, while the interiors are in standard brown 'graffiti' moquette.

Coach

Driver arrested after drugs haul

A COMPASS Royston coach driver has been charged with attempting to smuggle 150Kg of cannabis into Britain while bringing home a party of Scottish schoolchildren from a trip to the Netherlands. The £500,000 haul was found during a customs check at Dover last weekend and is understood to be the result of a tip-off.

The driver, 42 year old Frank Alvey, was due to appear before Folkestone magistrates earlier this week.

A statement from Stockton on Tees-based Compass Royston points out that Mr Alvey joined the operator two and a half years ago after providing "excellent references

which were taken up and confirmed."

● A further five arrests have been made in Shoreditch, London, in connection with the seizure of 150,000 ecstasy tablets worth £1.75 million.

The drugs were found in the holdall of driver Michael John Elsworth (44). He has been charged with the illegal importation of drugs, as has Linda Driver (47), also from Letchworth, Herts. Customs and Excise had followed the coach, which was returning from the South of France, and conducted surveillance of delivery of the holdall before making the arrests.

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Decision to extend Sightseers branding into the capital came after long and hard management deliberation

▼ Coach

Professionals join forces

A LACKLUSTRE spring tourism market in London is the backdrop for MTL's decision to bolster the former R & I fleet with four air-con Van Hools and a new name.

MTL Trust Holdings, founded in Liverpool, says its decision to extend the Sightseers branding from Merseyside into the capital came after long and hard deliberation, but the super-exec investment it has made suggests a bullish approach.

"We wanted to be sure the fleet had a

...as Sightseers revamp their image with Van Hools

strong identity," said MTL London md Iain Campbell. "We saw some value in retaining the R & I name, but ultimately I suppose we wanted a clean sheet.

"The main worry we had about the Sightseers name was that it implied that's all we do. Actually, our business base is very diverse."

The fleet - now numbering 31 vehicles, including 15 full-sized coaches - tackles everything from airport transfers through to day excursions, with a smattering of corporate contracts and hires to ice the cake. Buying decisions made in R & I days include Toyota Optimo, two more of which are being added this year, but two Iveco Cacciamalis from Robin Hood Vehicle Industries have gone, and six Plaxtons may well be mentioned in For Sale ads next year.

"The Van Hool Alizees we have chosen were the most expensive

By Mark Williamns

on offer, but we looked closely at residuals and whole-life cost to come to our decision," said Mr Campbell. "The Volvo B10M is well-liked by our engineers and drivers, and that is important to us because it will reflect on their attitude to working with the vehicles."

They've gone for a 48-seat configuration which gives a very roomy feel, added factory-fitted Sutrak air-conditioning, toilet/washroom, seat-back tables, twin video monitors and a high-quality Blaupunkt stereo/PA. The package is one which Sightseers London's general manager, Phil McMillan, feels will suit the company's current diversity and its plans for summer.

"Despite our transfer work, high seating capacity is not crucial," he told CBW. "There are signs of a recovery in the corporate market. For example, we have a fully-

tabled, 32-seat LAG Panoramic 'diner' which hasn't stopped moving since we shaved a little money off the price. The market may have become competitive, but it does look as if companies are finding some budget for entertaining."

But any success in this area depends on marketing, as both Mr Campbell and Mr McMillan know only too well. A valuable boost to the company's young profile came in the form of the Severn Bridge opening, for which a newly-liveried, Sightseers London, 9-metre Setra was booked for no lesser personage than His Majesty the Prince of Wales, Prince Charles.

On its way is a corporate brochure, while Mr McMillan won't be averse to door-knocking to drum up the hire charges to pay for the rapidly-upgraded fleet. The hands-on philosophy extends right the way through to the new livery.

"We did it with some kids colouring pens and some scrap paper, and got Van Hool to translate it into what you see," said Mr McMillan as he took delivery of the first two of the Van Hools from the man who brokered the deal - Moseley PCV's sales director Sid Fairless - at the Van Hool UK headquarters in Wellingborough, Northants.

From the smile on Mr McMillan's face, it looks like Van Hool may be doing business with Sightseers again next year...

CBW



Campbell: clean sheet



McMillan: hands-on



CARLTON

S E C O N D T O N O N E

SJ SUPERDEAL



Scania Elite K113 Plaxton Paramount 3500, 1992, 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door. Central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, repainted white 2 pack. MoT 13.09.96.

SJ SUPERDEAL

Volvo B10M Mk II Van Hool Alizee, 1989, 273 BHP, ZF 6 speed S690 manual gearbox, Telma retarder, exhaust brake, autolube, road speed governor, variable top speed limiter, ferry lift, plug entrance door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, 53 reclining seats, Radiomobile radio/PA system, 3 roof air vents, forced air ventilation. Choice of 3, retrimmed and repainted white. Variable MoTs.

SJ SUPERDEAL

DAF Van Hool LD SB2300, 1990, ZF 6 speed Splitter gearbox, 49 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio/PA/cassette, interior brown/orange, exterior white/green. New MoT.

SJ SUPERDEAL

Volvo B10M Mk III Van Hool Alizee, 1991, 273 bhp, ZF HP5000 automatic gearbox, internal retarder, ABS, road speed governor, variable top speed limiter, autolube, ferry lift, kneel facility, plug entrance door, centre continental door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, crew compartment, 49 reclining seats, **lap belts**, brown/orange moquette, mid section servery/fridge, toilet, Radiomobile radio/PA system, 2 roof air vents, forced air ventilation. Choice of 2 brown/orange, repainted white 2 pack. Variable MoTs.

SJ SUPERDEAL

Leyland Tiger Plaxton Paramount 3500, 1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/video, radio/PA, drinks, fridge. MoT 22.02.97.

SJ SUPERDEAL



Volvo B10M MB2500 Van Hool Alizee, 1990, ZF 6 speed S690 manual gearbox, Telma retarder, exhaust brake, ferry lift, road speed governor, variable top speed limiter, autolube, plug front entrance door, central continental door, half rear emergency door, centre toilet, crew compartment, 49 reclining seats, forced air ventilation, Ishringhausen drivers seat, courier seat, 49 reclining seats, brown moquette, double glazed, side blinds, rear curtains, Radiomobile radio/PA system. MoT 01.10.96.

SJ SUPERDEAL



DAF SB3000 Van Hool Alizee, 1989, 49 seats, Webasto, drivers bunk, double glazed, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV and video, sunken centre toilet, continental door, repainted white 2 pack. MoT 09.12.96.

SJ SUPERDEAL

Leyland Leopard Plaxton Supreme, 1992, 49 reclining seats, power door, brown stripe moquette, side curtains. MoT 09.12.96.

SJ SUPERDEAL



Scania K113 Plaxton Paramount 4000, 1985, 72 reclining seats, courier seat, toilet, drinks, repainted white 2 pack. MoT 28.01.97.

SJ SUPERDEAL



Setra Tornado 215 HD, 1982, MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, centre sunken toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/cassette system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white. MoT 06.12.96.

SJ SUPERDEAL

Volvo B10M Van Hool Alizee, 1988, ZF 6 speed gearbox, 52 reclining seats, Telma retarder, air conditioning, blinds, double glazed, centre continental door, Webasto, centre toilet, radio/PA system, drinks, fridge, livery silver, grey/red. MoT 20.03.97.

SJ SUPERDEAL



Renault S56 Perkins, 1987 & 1989, automatic gearbox, Alexander body, 25 seats and 8 standees. Long MoTs.

SJ SUPERDEAL



Leyland Tiger L10, 1989, Alexander service bus bodies, Cummins L10 ZF automatic, 55 seats & 24 standees, painted white. MoT 30.08.96.

SJ SUPERDEAL

Volkswagen L55 Optare City Pacer, 1988, manual gearbox, 25 seats, power door, auxiliary heater, livery blue/white. MoT 18.01.97.

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SJ SUPERDEAL

Volvo B10M Jonckheere, 1990, 49 reclining seats plus courier, TV/video. MoT 22.02.97.

SJ SUPERDEAL

Leyland Tiger L10, 1989, 49 reclining seats, o/s/sunken toilet, o/s/sunken toilet, courier seat, blue stripe moquette, exterior 2 tone grey. MoT 22.03.97.

▼ Coach

Seven-day ban for Silver Choice

EAST Kilbride-based Silver Choice Coaches has had its 20-vehicle licence suspended for a week, starting 11 July, by Scottish traffic commissioner Michael Betts.

David W. Gardiner, trading as Silver Choice Coaches, of College Milton North Industrial Estate, appeared before the commissioner at a Glasgow public inquiry because a check on his tachograph records had revealed that drivers had regularly breached the drivers hours rules and exceeded permitted speed limits.

Senior traffic examiner Gordon Turnbull said that Mr Gardiner currently had 14 vehicles. A check on the tachograph records last October resulted in eight offences of failures to produce tachograph records. When the tachograph charts that were produced were examined, they revealed 55 occasions where drivers had driven excessive hours and taken insufficient breaks and rest, and 19 occasions when speed limits had been broken.

▼ Coach

Banana Bus bills slip-up

Mejory may face legal action

by Robert Izzard

BANANA Bus Company, run by Alistair Mejory, is being chased for unpaid bills of thousands of pounds.

The company was established with government backing from the Scottish Office. The current President of the Board of Trade, Ian Laing, when Secretary of State at the Scottish Office, even promoted the company as being an example of the successful enterprise culture.

The Paisley-based company has debts north and south of the border. Firms owed significant sums of money include Dawsonrentals, Alton Towers, and Cruise Loch Lomond. Investigations reveal that Mr Mejory is an undischarged bankrupt.

Called before Paisley Sheriff Court last October in connection with an unpaid debt for advertising fees owed to FB Directions Ltd, in respect of The Banana Bus Company.

Alton Towers said its lawyers are pursuing The Banana Bus Company over debts amounting to several thousand pounds, and had dealings with Banana Bus in mid-June, when a coachload of fans for the M People pop concert. According to Alton Towers, the passengers had paid Mejory's company for a fully inclusive package, but had not been issued with concert tickets. Alton Towers took pity on the pop fans, and allowed them entry.

"We contacted the director of The Banana Bus Company who said the tickets were on a separate coach which had broken down. We checked our records but could find no record of any relevant transaction."



Mejory: not returning calls

Dawsonrentals Ltd, issued a statement from its Milton Keynes HQ: "We can confirm that we have a coach on operating lease to Alistair Mejory trading as The Banana Bus Company. That agreement has now been terminated."

The Banana Bus Company was not available for comment at its offices in Paisley, calls being answered by a telephone paging service.



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▼ Maintenance

Semmence fails to heed warning and suffers ban

NORFOLK coach operators H Semmence & Co Ltd have had five vehicles suspended from their licence for a period of two weeks by the Eastern Traffic Commissioner, Brigadier Compton Boyd.

The Commissioner had reserved decision after the company, of 34 Norwich Road, Wymondham, and which holds a licence authorising the operation of 35 vehicles, appeared before him at a Cambridge disciplinary in-

'It appeared that the company had at last come to proper grips with the problem, but its response had been dilatory'

quiry (CBW 1 June).

Brigadier Boyd said that a number of prohibitions and defect notices had led to the company being sent a warning letter in August 1994. Despite that there were still concerns over maintenance. Evidence was given by a vehicle examiner about a prohibition notice issued to a coach carrying school children which had developed a brake problem. In the examiner's view, whilst serious, it was an isolated incident. No brake defects were found on any of the company's other vehicles.

Despite the warning letter, drivers had not been promptly reporting defects or symptoms of defects, as witnessed by the prohibitions and defect notices issued since August 1994. It was rea-

sonable for any Traffic Commissioner to expect an operator to act promptly and effectively on receipt of a warning letter, particularly when road safety issues were involved. The company had failed to do so.

However, the vehicle examiner now reported, having recently inspected 11 vehicles, that he could find no defects of a nature that any well trained and vigilant driver could be expected to detect. It appeared that the company had at last come to proper grips with the problem, but its response had been dilatory. Management had failed to respond on time.

In the company's favour, he noted that the annual test pass rate was very high, being significantly above the national average, said Brigadier Boyd. That indicated that the workshop personnel knew their trade and were motivated to achieve the required standards. He also noted that the company's fleet had certainly been put under the microscope by the Vehicle Inspectorate, with no fewer than 40 vehicles having been inspected within the past 12 months. Thus the scale of defects found were likely to be in proportion. Finally, the company had no previous history of public inquiries.

Having carefully weighed the evidence, he had decided not to revoke or suspend the licence, said Brigadier Boyd. However, because the company had already had a warning, and for a significant length of time effectively chose to ignore it, there was some penalty to pay for its inaction.

▼ Maintenance

Black day for

...as authorisation is cut

by Michael Jewell

MAINTENANCE problems have led to the authorisation on the licence held by Morley-based Black Prince Coaches being reduced from 62 to 52 vehicles, by the North Eastern Traffic Commissioner Keith Waterworth.

Brian Crowther, who trades as Black Prince Coaches, of York Cottage, Texas Street, Morley, Leeds, West Yorkshire, appeared before the Commissioner at a Leeds disciplinary inquiry. Mr Crowther had appeared at a previous disciplinary hearing in June 1995, when the duration of his licence was cut.

The vehicle examiner Richard Roberts said that following the issue of three prohibition notices endorsed as showing a significant maintenance failure, he carried out a maintenance investigation. He examined 14 vehicles, issuing one delayed and four immediate prohibitions plus eight defect notices. Mr Crowther had been given two weeks notice of the investigation, and two days notice of which vehicles were to be examined. He was told that all the vehicles had been inspected by Mr Crowther's staff prior to the investigation. The condition of the running gear was very poor. The laid down inspection period of three weeks should be looked at in view of the prohibitions issued and the age of the fleet.

There was a good driver defect reporting system in place but it was not being enforced. There were excellent facilities and the maintenance records were satisfactory. There was a staff of three skilled mechanics, three ancillary staff and an apprentice. As there were up to 60 vehicles in operation, he felt concerned that there were only three skilled mechanics plus Mr

Crowther. The condition of the fleet was a matter of very serious concern. A lot of the items on the prohibitions were driver defect related.

Questioned by John Backhouse, for Mr Crowther, Mr Roberts agreed that one of the prohibitions had been endorsed 'S' at a later date. He could not see any reason why that copy of the prohibition should be a "forgery".



Black Prince: 'illness and a heavy workload were

times a year. Mr Backhouse said it was clearly forgery if a copy of a prohibition on the Traffic Commissioner's file had been altered from the original.

Mr Waterworth commented that unless an operator was aware a prohibition was said to be due to a fundamental flaw in the maintenance system, he was unlikely to address it.

Questioned further, Mr Roberts said that he had indicated maintenance failure on the prohibitions as he had been told Mr Crowther's staff had inspect-

ed the vehicles before they were presented to him. He accepted he could not say that it was a maintenance failure if the vehicles were presented to him as they were, as Mr Crowther had been told to do.

Mr Backhouse said that arrangements had now been made for brakes and headlamps to be tested at the local test station four

times a year. Workshop foreman David Crowther said they were currently operating 50 vehicles. They now had three fully skilled mechanics, an apprentice, an electrician and three body men. A further skilled mechanic would be joining them in July. The workshop hours would then be extended from between 0600 and 1800 hours to between 0600 and 2200 hours. The inspections and repairs were carried out by different people. He then checked that the work had been carried

Black Prince

by 10 vehicles from 62 to 52

out and signed off the vehicle.

Written instructions had been issued to drivers about defect reporting. Two of the prohibited vehicles had since been disposed of. They now had their own smoke testing equipment. The vehicles were looked at very briefly before the fleet inspection. Some of the brake defects were due to failure of the slack adjusters. That was

had made it crystal clear on the last occasion that he wanted to see a reduction in the number of prohibitions. That had not happened.

Brian Crowther said that he had been taken seriously ill a week after the last public inquiry. He had been out of the business for the best part of six months, returning in February. The disciplinary procedure had basically



probably contributing factors to its appearance'

only evident on a rolling road brake tester.

In reply to the Commissioner, David Crowther said that he felt the three week inspection period was adequate at the moment. It had been dropped from four weeks to three about three years ago. After the last public inquiry, the driver defect reporting system had not been enforced as it should have been due to his father's ill health.

Mr Waterworth said that it was particularly disappointing to see Black Prince before him after he

been in his hands and it was never really implemented as he was not there. It had been the nil part of the defect reporting system that had not been working. The drivers had been told that it would now be stringently enforced, with disciplinary action comprising of one verbal warning, two written warnings and then dismissal if they did not comply. He would carry out spot checks to ensure that the drivers were reporting defects properly.

He employed about

85 drivers. He had sacked two for smoking whilst in charge of buses and one for not following a registered route properly.

No restriction was placed on expenditure on maintenance. In the past they had had quite a number of elderly vehicles. However, the average age of the fleet was now down to 13 years. They had purchased five new vehicles and replaced the 1976 double deckers with newer ones. A further six new vehicles were due for delivery in July. They virtually did all local service work, only having two coaches.

In reply to Mr Waterworth, Brian Crowther said that the workload that his son had had to take on due to his illness had been quite excessive and was probably one of the contributing factors to their present appearance before the Commissioner.

Mr Backhouse said there were explanations for defects that showed they were not maintenance related. Any operator operating 60 odd vehicles was likely to have prohibitions when vehicles were checked as frequently as these had been. The prohibitions did not fall into the category that showed a pattern of neglect of maintenance, only one of the prohibitions having been marked 'S' at the time of issue.

Mr Waterworth said he was particularly concerned about the performance since the June public inquiry, when he increased the authorisation from 50 vehicles with a warning following assurances given about improvements in the maintenance system. The licence was due for renewal in November, and he would ask the VI to carry out a fleet check at that time.

▼ Appeal

Company 'risked passengers lives'



THE Transport Tribunal have dismissed appeals by Limebourne Travel Ltd, against the revocation of its licence, and by the company and its managing director Peter Inzani against their disqualification from holding or obtaining a licence, for a period of five years in the case of the company and for a period of two years in the case of Mr Inzani.

Last June the South Eastern & Metropolitan Traffic Commissioner Brigadier Michael Turner revoked the 23 vehicle licence held by Limebourne Travel, of Silverthorne Road, Battersea, London, and made the disqualification orders following evidence of breaches of the drivers hours and tachograph regulations committed by the company's drivers (CBW 17 June, 1995). Traffic examiners had discovered a total of 157 breaches of the regulations in the three month period July to September 1994, over 50 of which related to failures to take sufficient daily and weekly rest. There were also a number of occasions when tachograph charts were handed in without bearing any driver's name.

In his decision, Brigadier Turner said the plain fact was that the company seriously risked passengers' lives by allowing drivers to work without proper rest. It was not easy to say whether it was deliberate or whether it was sheer incompetence, but in either case it was unacceptable and must lead to a loss of good repute.

Before the Tribunal, Patrick Sadd, for both the company and Mr Inzani, said there was no evidence the company had caused or permitted the breaches or had scheduled drivers' days incompetently or had oblig-

ed drivers to work illegal hours.

He maintained that the Commissioner had failed to carry out a proper and fair balancing exercise, and had not given appropriate weight to the steps taken by the company since the matter came to light. He argued that the Commissioner had not given proper weight to the EC requirement that an operator make periodic checks to ensure that the regulations were being complied with, in the context of number of charts examined.

Dismissing the appeals, the Tribunal said that

'The plain fact was that the company seriously risked passengers' lives by allowing drivers to work without proper rest'

the latter argument missed the essential mischief which the Commissioner was concerned.

The gravity of the company's failure was illustrated by the transport manager's admission that the reason things were not picked up was because nobody was properly checking the charts, and that if anyone had been making a conscientious check the quite glaring faults could not fail to have been picked up.

It was plain that the Commissioner had conducted a painstaking balancing exercise in order to reach his conclusions, said the Tribunal. Neither did they feel there was any substance in the other arguments advanced.

They could find no fault with the Commissioner's conclusions.

CBW



All fright: scary time awaits coach groups in the London Dungeon

▼ UK

Free coach parking offer - in London

FREE coach parking in the centre of London may sound too good to be true but that is the offer from the London Dungeon for the next two months.

The attraction has joined forces with Euro Car Parks to offer the deal at the Euro Car Parks coach park, off Tooley Street. The site, which has space for more than 200 vehicles, charges £10 for an all-day coach parking ticket. To qualify for a full refund, drivers have

to take a group of 20 or more people to the London Dungeon, in Tooley Street. On entry, they present the ticket to claim the refund and their passengers will still qualify for full discounted admission prices, which are £5.50 for adults and £3.50 for children. In addition, there is one free ticket for every 10 paying customers.

The London Dungeon is a museum of horror with more than 40

exhibits covering 2,000 years of European history. These include displays about Vlad the Impaler, the Theatre of the Guiltotine and Jack The Ripper's reign of terror.

The coach park is also within easy walking distance of other attractions, including the Tower of London, HMS Belfast and the Hays Galleria restaurant and shopping complex. The free parking offer is valid until 31 August.

▼ Worldwide

Sell your holidays at travel show

MEMBERS of the Coach Tourism Council are being offered preferential rates to exhibit at *Destinations 97*, one of the UK's main consumer travel exhibitions. The CTC has taken 40 square metres of floor space, plus a further area next to the main stand, where a modern coach will be on display.

David Fenton, the CTC's treasurer, said: "We want to put together an exciting feature that will open visitors' minds to coach holidays. The coach will help to draw

people to the stand and we need operators offering an interesting selection of holidays to convince potential customers that this type of holiday is right for them."

Destinations 97 will be held at London's Olympia from 6 to 9 February and, according to the organisers, last year's show showed there was a real market for coach holidays. A visitor survey revealed that 79 per cent of them took two or more short breaks a year and they were keen to find out

more about coaching as a holiday alternative.

Destinations 97 is also offered free tickets (face value £6) to coach operators bringing visitors to the show, an offer conditional on the operator promoting a day's visit to it.

For more details about exhibiting or becoming a member of the CTC, contact the secretary, Derrick Alsop on 0115 973 2260.

▼ UK

Shearings

Isle of Wight deal coincides with hot

by William Golden

SHEARINGS Holidays has again underlined its commitment to the rapid expansion of its Coast & Country hotel chain by purchasing the 75-bed-room Royal Esplanade Hotel, in Ryde, on the Isle of Wight.

The hotel has been the mainstay of Shearings' Isle of Wight programme and it has been sold by the Bailey family, who have owned and operated it for 40 years.

In line with other properties in the Coast & Country portfolio, Shearings is to extend the hotel's 38-week operating season by about 10 weeks

and also plans a major refurbishment of the bedrooms and public areas.

Vince Flower, Coast & Country's operations director, said: "We are particularly delighted to have secured this property because it is in an excellent location and has proved a popular choice with our clientele."

"The hotel is in very good order but we naturally intend to make a few cosmetic changes to bring the Royal Esplanade into line with Coast & Country specifications." The purchase

▼ UK

Trading places

WILLIAM Myles (right) is the new travel trade manager for the Yorkshire and Humberside Tourist Board.

He will be heading a team of two marketing officers in the board's travel trade department which work to increase the trade's coverage of Yorkshire in their travel,



tour, coach holiday and short-break programmes.

Mr Myles, 32, moves from marketing coordinator at Ripley Castle and The Boar's head Hotel, Ripley, near Harrogate.

s expansion

el chain rebranding

coincides with the rebranding of Coast & Country to Shearings' Coast & Country.

Mr Flower said: "The Shearings brand is exceptionally strong and its quality, value and service engenders incredible loyalty. We wish to capitalise on that brand strength by extending it to Coast & Country."

The acquisition of the Royal Esplanade brings the number of properties in the Shearings hotel chain up to 34 and follows the purchase of the Marine Hotel, in Llandudno, earlier in the year.



Leading lights: the Royal Esplanade is the latest hotel purchase by Shearings Holidays

▼ Europe

North Sea Ferries cuts group rates for 1997

NORTH Sea Ferries has announced details of lower group rates for 1997 on its two services from Hull to Rotterdam and Zeebrugge. The company is now offering fares exclusive of meals and has a lead-in price of £7 per person nett for a single crossing on the overnight sailings from Hull.

Tony Farrell, UK passenger sales and

marketing manager, said: "Our new tariff structure - exclusive of meals - allows operators to benefit from lower prices, while those still wishing to include meals can pre-book them at a special price, thereby offering them more earning potential."

"We believe the reduced fares, combined with the overnight cruise experience

offered by North Sea Ferries, will give coach operators new opportunities in both the short-break and longer tour markets."

The company also can arrange inclusive ferry and hotel packages for groups to Belgium, France, Germany and Holland. For more details contact Jim Pybus, at North Sea Ferries, on 01482 708243.



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Berlin	18C/64F	Paris	22C/72F
Brussels	20C/68F	Rome	22C/72F
Dublin	14C/57F	Stockholm	22C/72F
Lisbon	28C/82F	Vienna	19C/66F
Luxembourg	18C/64F	Zurich	18C/64F



DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
(Courtesy AA Roadwatch)			
Austria	0.57	Luxembourg	0.43
Belgium	0.52	Netherlands	0.53
Eire	0.54	Norway	0.73
France	0.52	Portugal	0.46
Germany	0.51	Spain	0.46
Greece	0.43	Sweden	0.63
Italy	0.59	Switzerland	0.62



HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	16.08 Sch/£	Italy	2,318 Lire/£
Belgium	46.96Bfr/£	Netherlands	2.58 Gld/£
Denmark	8.85 K/£	Norway	9.81 NKr/£
Eire	0.95 Punt/£	Portugal	235 Es/£
France	7.72 F/£	Spain	192 Pta/£
Germany	2.2850 DM/£	Sweden	10.05 SKr/£
Greece	364.50 D/£	Switzerland	1.8750 SFr/£



Let's get things right this time

I AM not much given trying to recreate the past. All of those golden yesterdays were not really as munificent as they seem. I would not want to turn the clock back if I could, preferring to capture the opportunities of the present and the future.

While I therefore have little interest in action replays of things long since forgotten, I do sometimes speculate on where we all might be now had something different happened, or not happened. What would have been the effect of new bus grant continuing, and/or 100 per cent investment allowance not having been removed? Say we still had road service licencing! Would some of us still be buying Fords and Bedfords were they still producing coach chassis?

Say the coach industry had adopted some form of classification or grading system 15 years or so ago, would we be in better shape now?

Although my natural penchant is to look to the future, this can bring its own problems. There have been instances where I have tried to adopt, or support, ideas that were ahead of their time. The sheer novelty - at a time when climate is not right - can result in seeds not germinating. Such was the case with star rating of coach operation.

From my archives I have dug out a paper which I and some other like minded spirits put to the fore-runner of CPT in October 1982. It said: "There is a certain amount of feeling within the coach industry that there is a call, even a need, for a form of classification. But there is uncertainty of what or how that classification should be.

"There is the suggestion that vehicles should be star-rated, vehicles equipped with the highest specification of extras being awarded most stars. Whether some of this equipment is demanded or adds to passenger safety is, in many cases, questionable. This system is seen as a path operators might take towards getting higher rates for operating such costly machines. But to a large extent price is governed by supply, demand and marketing. The supply of 'up-market' coaches is rapidly increasing, but is there a demand and are operators marketing the product? Is it not perhaps the case that operators are more concerned with the quality of the vehicle than the customer? The customer seeks a total service not just a flashy vehicle.

"Before any system of star-rating is introduced we should go outside our shop and look through the window. Try and see it in the eyes of the only person who makes our industry, the customer. Find out what he needs to

know about coach operators and what are his demands of the industry.

"If we look around at other service industries there is no doubt that the coach and hotel industries have many comparisons. There can be little doubt that the star-rating used by hotels for many years has linked the right standard of hotel to the customer's purse and needs and may well have had an improving effect on the accommodation industry.

"While some coach operators would like to be compared with a four star hotel it is equally true, without any offence intended, to

Thus the report concluded that a scheme to star rate the entire operation, not just the vehicle, should be pursued. Three grades were recommended. For the lowest grade the minimum requirements were that the organisation should have been established for at least three years and conducted business from premises used principally or solely for the purpose of arranging passenger travel and transport and that at least two full time staff, suitably qualified in booking and ticketing procedures, should be employed. An annual check of financial stability, with an accountant's certificate, was to be required and there would have been a bar on any director, principal or partner, at any time, having been in a similar position in a business which had failed financially or which had brought the industry into disrepute. In this category, vehicles of a creditable quality, with a high standard of safety, maintenance, cleanliness and hygiene were specified.

For the middle grade, as well as the foregoing, group handling facilities to include booking of accommodation, guides, catering, ferries etc., would have been mandatory; as well as the provision of uniformed drivers and full 24 hour emergency cover. Anticipating the package travel regulations by about 10 years, the recommendation was that any packaged tours sold by this group should provide security for pre-payments by some form of bonding.

To obtain the highest classification the extras were: 25 per cent of coaches available to be no more than 5 years old and at least 50 per cent of coaches to be less than maximum seating capacity. All drivers would have an exemplary safe driving record, with no driver employed who had been convicted: more than twice in the previous seven years of driving without due care and attention; or at any time of dangerous or reckless driving or disqualified from driving for drink or drugs offences.

Ah! what might have been had these proposal not been rejected at the time. Instead the industry decided to follow the path of just star-rating vehicles - only to find that after waiting many years for Patent Office approval, that this was not what the industry or the customers actually wanted!

It is thus with wry amusement that I hear that CPT's Coach Commission are now looking at some sort of classification of entire operations. I only hope that when they have refined the re-invention of this particular wheel, it does actually start to roll this time.

CWB



Star rating should be from the customers' angle

say that much coaching work compares with the standards of a small boarding house. The boarding house proprietor seldom advertises but gives a good and satisfactory service to clients who come to him on a regular basis, by recommendation, or by local contacts. Such is the case with some coach operators who need little advertising because their contract and private hire work is self-generating.

"At the other end of the scale the highly star rated hotels advertise in national and international media and, to a large extent, have grouped themselves into marketing consortium in order that the nature of their facilities can be advertised as widely as possible on a very cost effective basis. But coach operators should perhaps note that all the impressive hotel brochures and advertisements go to great length to emphasise the quality of the service, food, comfort and overall satisfaction clients can expect. The actual specification of the hotel building is rarely mentioned."



Being old has its advantages

THE nagging questions of congestion and pollution in city streets came to mind the other day when part of London's Oxford Street was temporarily closed at lunchtime following a serious road accident.

Though it inevitably caused chaos on surrounding roads - and much distress.

Mind you the temporary police road block seemed to fail as two Routemasters in service appeared outside Bond Street tube station. Promptly told to disappear from whence they came, the hapless drivers - in soaring temperatures - had the thankless, dangerous task of turning round in the narrow street.

This joint manoeuvre became a multi-pointed - far more than the infamous three-point - turn and various items of street furniture came under threat in the process.

Routemasters may be around 30 years old but they are blessed with power steering, automatic gearbox and compact dimensions.

Just imagine the scene if they had been replaced with easy access 12 metre single-deck low-floor buses.

Caring comes naturally

POLISH student Malgosia Knapezyk, 21, who doesn't speak a word of English, left Victoria Coach Station believing she had caught the National Express coach to Brighton.

Three hours later when she arrived at Poole in Dorset, having misread the destination on the front of the coach and with only £10 in her pocket, she realised she was in trouble.

It was then that Wilts and Dorset came to the rescue.

Inspector David Derrick alerted by the student's host family in Brighton that there was a problem, met the girl.

He said: "I got her in the office and gave her a cup of coffee. She had no English, but she didn't panic."

An interpreter was called in and in the two-and-a-half hours it took to solve the problem Inspector Derrick estimates he made 20 calls.

And when hotel accommodation proved



London, Poole, Brighton, York - it's all English to a Pole

impossible Wilts and Dorset driver Phil Behling put her up in his home where he has foreign students to stay.

The next morning Malgosia took a National Express coach back to Victoria and then on to Brighton - with the £22.50 fare paid by National Express.

It just shows that you don't need a special training course to put customer care into practice.

CEW

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LETTER OF THE WEEK



Star winners 1995: if you want to be among them this year, you must enter now

Write to: The Editor
Coach and Bus Week
EMAP Automotive Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie first name and surname), address and telephone number



Letter of the week wins a Corgi Classics model bus

CBW awards 'highlight of social calendar'

From Chris Wales

I write on behalf of the Coach Tourism Council to say how delighted I am that the time has come round again for the CBW Coach Industry Awards. Since they began three years ago, the awards have become not only an extremely prestigious event but a highlight of the industry's social calendar.

I would encourage all CTC members, as well as non members alike, to enter in the various categories - as CBW said: "If you don't enter you can't win."

The Coach Tourism Council is proud to

be associated with the Awards and we look forward to seeing as many of you as possible in Bournemouth in November.



Prestigious: Coach Industry Awards

Chris Wales
Chairman
Coach Tourism Council
c/o Wightlink
Isle of Wight Ferries

CBW values the support CTC has given to the Awards and this is a timely reminder that the closing date for this year's entries is 31 July - if you don't enter you can't win.

Entry forms were in CBW, 8 June and extra copies can be obtained from Lisa Wilson on 01733 467157. Ed

Irresponsible council

From Peter Dawson

I was amazed when I saw 26 people disgorge from a 16-seat minibus.

No, it was not a record attempt. It was a youth and community minibus operated by a county council.

This sort of irresponsibility is that which attracts media attention, especially if there is a mishap, and the resultant bad publicity is directed at all coach and bus operators.

With all the attention focussed on our industry at this time, how can these bodies get away with it?

Are they not under the same scrutiny as we are?

Peter Dawson
Comfort Travel
Park Road
Chesterfield

Full details of the incident have been sent to the relevant county council and traffic area office and the VI is investigating. Ed

Parts problem solved

From Merryl Patrick

After months of trying to obtain track rod ends for our Ford R1114s, I have at last found a maker of them, and a distributor.

The makers, are Pailton Engineering Co, of Coventry, and the distributors, Celtech, of Cross St, Leamington Spa, Warwickshire.

This company also has all steering parts for Bedfords, Leylands etc.

I thought it a good idea, to let readers know about this, as some must have had the same difficulty in finding these parts as I have.

I am sure many fleet engineers would be pleased to receive the information, bearing in mind there are still a lot of Fords and

Bedfords still around doing contract work.

Merryl Patrick
Coaching International
Loughborough

Thanks for the Corgi

From Martyn Bacon

Just a short note to say many thanks for the very attractive Corgi model of the North Western PD1 which I received.

I have written several letters over the years but this is the first occasion one has been declared 'Letter of the Week'.

I always enjoy reading CBW each week for the latest developments in the coach and bus industry and hope to continue receiving it for many more years to come.

Martyn Bacon
Uckfield
East Sussex

Coach and Bus Week ending 6 July 1996

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Time to take

...and enter the CBW Coach Industry Awards.



Now for 1996/7

NOW in its third year, the CBW Coach Industry Awards goes from strength to strength.

Once again this major event in the coach industry calendar is presented in association with the Coach Tourism Council and, with the benefit of experience, we have further improved the event by broadening its appeal to

more coach operators.

There are two new awards this year — Individual Livery of the Year and Day Excursions Programme of the Year. These additional categories are open to all operators but, in particular, give the smaller company a further chance to be recognised.

The vehicle awards will not be included this

year. They will be judged and awarded at Coach and Bus Live the exciting new CBW event at Silverstone on 20, 21, 22 March 1997 (CBW, 29 June).

However, the major change for the 1996/7 Awards is that entry for all categories is by self-nomination.

IF YOU DO NOT ENTER, YOU CANNOT WIN.

Dates for your diary

Deadline for entries -	31 July
Judges short-listing meeting -	8 August
Deadline for short list submissions -	1 October
Judging to determine finalists -	9 & 10 October
Interviews of finalists where required -	25 October
Awards presentation and gala dinner -	23 November

How to enter

ENTRY for the Coach Industry Awards is very different this year.

We have moved away from voting by nomination to self-entry.

Anyone wanting to enter an award has to explain on no more than two sides of A4 paper why they should be considered.

Responsibility for entry is now firmly on your shoulders. Use the form on the outside of the 8 June issue of CBW (tel 01733 467157 for a copy) and make sure that it is returned to the CBW offices in Peterborough before 31 July 1996.

Those entries are then judged and a final short list drawn up.

People and companies on the short list will then be asked for more detailed information against a set of criteria. Winners will be chosen from this final short list except in the three individual awards (driver, engineer and manager) where the finalists will be interviewed face to face by the judging panel. Unless there is a clear-cut decision, the judges will also interview finalists in the three operator-of-the-year categories.

Judging

THE judging panel for the 1996/7 Coach Industry Awards will be presided over by CBW editor, Mike Morgan, who acts as independent chairman.

Chief judge is Peter Cooke from the Centre for Automotive Management, Henley Management College. Coach Tourism Council representatives, travel industry consul-

tant David Fenton, and coach operator Jane Duffelen, also continue as judges.

They will be joined by two of last year's winners who have forsaken the opportunity of entry again in 1996/7. Coach Manager of the Year, Graham Simpkins from Lowland Coaches, and Engineer of the Year, Eric Stockwell from Wal-

lace Arnold will be making valuable contribution to the judging process.

Another high level independent judge is currently being recruited.

Each of the judges must declare any direct interest and is excluded from decisions on those categories where the company they represent is involved.



ke action...



Remember - you can't win if you don't enter

Categories

THERE are 23 categories in the 1996/7 Coach Industry Awards and all entries are by self nomination, except the two special awards — CTC Award and Overall Coach Operator of the Year.

The following three appear in Section A of the entry form and are open to all O-licence holders whose main business activity is coach operation:

1. Coach Operator of the Year (1-15 vehicles)

2. Coach Operator of the Year (16-39 vehicles)

3. Coach Operator of the Year (40 plus vehicles)

Entries from individuals are required for the categories in Section B:

4. Coach Driver of the Year - open to all PSV drivers, but their entry must be endorsed by their current employer

5. Coach Manager of the Year - a category for the best manager with clearly-defined responsibilities for the running of an important aspect of coach operation

6. Engineer of the Year - an award for the top coach industry fleet engineer

Section C comprises coach tourism awards:

7. Group Attraction of the Year - must be a top venue with coach groups

8. Group Accommodation of the Year - the judges are looking for the best overnight stop for a coach party taking into account value for money and special group facilities

9. Cross Sea Carrier of the Year - open to all ferry and tunnel operators who compete for coach traffic

10. Coach Tour Wholesaler of the Year - open to all companies whose main line of business is supplying coach operators with tour packages

Other awards categories are in Section D:

11. Operator Training Award - for the coach operator giving priority to staff development

12. Safety Award - a category which aims to identify the coach operator who has done the most towards improving all aspects of the company's safety performance

13. Customer Service Awards - open to operators and suppliers who put the customer first

14. Coach Tour Programme of the Year - the coach operator with the best complete programme of extended tours by coach during 1996

15. Day Excursion Programme of the Year - it is up to the individual operator to select the period entered — week, month, season or year, but it has to be successful

16. Coach Operator Brochure - the judges will be looking for the best-designed brochure in the business

17. Fleet Livery of the Year - size of fleet is not important, but the company's identity is top priority in this category

18. Individual Livery of the Year - the winner of this award will be the operator who runs the vehicle judged to have the most dramatic and effective colour scheme

19. Dealership of the Year - open to all coach dealerships, large or small, selling new or used

20. Innovation Award open to company or individual who has successfully helped a business or the industry as a whole take a significant step forward

21. Marketing Campaign of the Year - the judges are looking for operators who have co-ordinated a series of events or promotions to increase market share

Entries are not required for the following categories:

22. CTC Award

23. Overall Coach Operator of the Year



Venue

THIS year's Awards presentation and Gala Dinner is at the Purbeck Hall, Bournemouth on Saturday 23 November 1996.

Part of the renowned Bournemouth International Centre (BIC) the Purbeck Hall is a stunning circular venue partly set back into the cliffs and constructed of Swedish laminated pine. Total capacity exceeds last year's sell-out 600 at the Metropole Hotel, Birmingham.

A menu of accommodation ranging from two-star to five-star hotels is available. Packages

include Friday and/or Saturday night so that guests can make a week-end of it if required.

Full details of hotels and booking arrangements are available from Bournemouth Tourism - telephone 01202 451718.

Coach transfer to and from the event will be carried out by Excel-sior.

Familiarisation trip itineraries into Dorset and the New Forest on the Saturday are being prepared.

● Full details of table bookings will be published next month.



EOS 80 has the look of a full-size coach but is just 9.5 metres long

Small beauti form

**Small coaches sell in small
operators with demand for low
tests Van Hool's new com**

HIDDEN away in one corner of the NEC at Coach and Bus 95 show was a little gem. It looked so much like vehicles that had been seen before that most visitors passed it by without giving a second thought. There had been no pre-show hype and no post-show excitement. So you can be forgiven if you missed it.

However, this low key launch is typical of its Belgian manufacturer's calm presence in the UK. Why make a fuss when you know what you produce is good?

The fact that there will never be huge sales for the new product in question probably gave Van Hool added confidence in this strategy. For, unlike the 1989 launch of its forefather, the then LAG-produced 12-metre long, 3.7-metre high integral EOS (now EOS 100), there was no fanfare as the startling lines were unveiled.

In retrospect such publicity was unwise given that there were subsequent problems with the product and the company.

After Van Hool took the re-constituted EOS Coach Manufacturing Company under its wing, the original concept was improved, given something of a corporate look and the range extended - and shortened.

Following in the tyre tracks of the father of the family, EOS 100, came the 200 with less severe front. This in turn led to the lower (but still 3.4 metre high) son of EOS, the 90, and, for those who like their coaches extra-long, there's a 13.5 metre version. However, we turn to the baby of the pack, the 80, for this exclusive CBW road test.

Mind you, all things are relative, and this particular baby is very mature and highly developed. Depending on which dimension you take, it isn't small.

Look at the front or rear elevation and you see standard EOS 90 - all of 3.39 metres with its air bags inflated.

It's the same sensation when you enter the rearward-swinging plug door and take a quick glance at the

cab and saloon - this is a coach with all the hallmarks of a full-size 12-metre.

Walk round the back and lift the engine flap. There you will find one of the sweetest running engines to be found in any coach. This Mercedes-Benz 290 bhp V6 is no slouch. Compact - yes. Small - no.

Only when you notice the wheelbase does the penny drop. Where you had been expecting six metres this vital statistic has been cut to 4.49 metres, which together with some pruning of front and rear overhang brings overall length down to a very compact 9.5 metres. Yet underfloor luggage capacity through the paralift access doors is a commendable seven cubic metres.

Build

From that memorable debut back in 1989, the EOS set itself apart. It looks different, rides differently, drives with a difference and, as a package for passengers, is distinctive.

Much of the above arises out of the original integral concept - a coach is for carrying people and their luggage, so as much space as possible must be available for this purpose. With driver pushed as far to the offside front corner as practical and the wheelbase left clear of intrusions, the designers went for super-high configuration, packing front and rear overhangs with chassis components and ancillaries.

The result left the passengers with a superb amount of space, but only after negotiating one of the most difficult entrances in the business. And, that original front end styling was not universally liked.

Van Hool has since reworked the EOS taking out some of its excesses. Nevertheless it is still different.

Take any new coach specification and what do you find? Steel-framed; aluminium lower panels; stretched steel side panel; GRP front and rear; tinted bonded double-glazed side windows. In nine out of 10 cases, the drive



but fully ned

numbers to discerning
v-capacity. Mike Morgan
ender - the EOS 80

line consists of a turbo-charged, intercooled engine delivering around 290 bhp. The gear-box is ZF's six-speed S6-85 delivering power to a single-reduction rear axle. Full air-suspension offers raise and lower, braking is also an air-operated system with S-cam drums at the back and discs on the front. Steering is often a ZF power assisted system and the fully adjustable 50 cm steering wheel can be adjusted for height and reach to enable the driver to sit comfortably during long trips in their air-suspension seat. Reclining seats with lap belts are fitted for the passengers.

ABS adds confidence, speed limiter keeps performance in check and the operator is free to add extras such as retarder, air-con, toilet or servery.

This list just happens to be common to the EOS 80 and you would be forgiven for thinking that there is nothing radical.

However, take a look at the photographs and you can see that this is no ordinary coach.

It has a quality which can not be conveyed in a spec list. Indeed it's like a classic car. On first acquaintance you are unsure about the little quirks. Yet it's those deviations from the norm which lend passion to ownership.

Passenger impressions

Being different is to risk rejection. However, once seated in the EOS 80, your passengers are whisked along in a whisper quiet passenger saloon.

Seating is conventional labellux **▶▶▶**



Optical illusion? No - the interior of this compact coach (inset) really is impressive

Coach and Bus Week ending 6 July 1996



'Don't fight the steering wheel, have confidence in the coach's ability and remember not to over use the ample performance available. Learn to relax and everything falls into place'

and, to the 41-seat configuration tested, leg room adequate.

Ride quality is very smooth - no short-wheelbase pitching - and the heating/ventilation system easily monitored by the driver using touch sensitive controls.

The plush interior is distinguished by the convex centre roof panel and the strip lighting. Forward vision through the one-piece windscreen is uninterrupted.

However entry and exit through the front door still retains more than a hint of the original EOS.

The doorway is 80 cm wide but there's a fridge to the right cutting the width to 57 cm and the courier seat encroaches by a further three centimetres. First steps are modest - 38 cm, 17 cm and 17 cm. But the 90 degree turn to the gangway is confronted by two narrower and steeper steps before a slight ramp taking the passenger up to the third row of seats and beyond.

Driver impressions

EOS dash is ergonomic and modern with instrumentation and switches in a logical layout. Gearchange is snappy and close at hand; braking delightfully gentle and progressive; acceleration responsive and reassuring.

This new coach has the added virtue of the latest Isri air-suspension seat with integral three-point seat belt. It looked as though it had been designed by an orthopedic expert and did not disappoint.

However, by positioning the driver as far forward and to the offside as possible, the cab lacked that extra centimetre or two to get the seat really comfortable. And, drivers unfamiliar with the EOS need to be extra cautious because there's a temptation to drive too close to the kerb. Even after several hours with the coach, precise positioning on the road needed extra concentration.

EOS steering and road holding can be equally disconcerting.

As tested the coach was unladen and its steering tightened-up at low speed yet light and vague at speed with understeer coming in during enthusiastic cornering before, in typical short-wheelbase fashion, oversteer came in quickly if the power was lifted off.

Despite the excellent suspension - independent on the front - roadholding appeared unpredictable. The slightest puff of wind seemed to put it off course and changes in road surface or camber made steering a

straight course hard work.

However, experience is the answer. Don't fight the steering wheel, have confidence in the coach's ability and remember not to over-use the ample performance available. Learn to relax and everything falls into place.

As you would expect, manoeuvrability is excellent and forward vision is superb. But those Van Hool electrically heated/adjustable mirrors are a disappointment. Nearside vision is not quite right, with insufficient view of the side of the coach and too little width of angle. Also, the quality of vision on the offside is distracted when looking at the mirror through the tinted double-glazed signalling window.

Performance

On test this EOS returned an excellent 14.39 mpg, especially for a 10.5 tonne coach driven with determination in a race against time to return to the dealer, Hughes DAF, at the promised hour - without exceeding speed limits.

Against the CBW stopwatch, the EOS was no better than average, yet those acceleration times do not reveal the response through the throttle as the M-B V6 delivered the power. However, you experience tractability which, even below the limits of the green band, is superb and top gear acceleration is excellent with the speed limited top speed coming in quickly at 1,400 rpm.

Verdict

There's no denying that this EOS is very neat. However, because you get something which contains all the ingredients of a 12-metre EOS 90, the price you pay is similar.

Consequently operators attracted by this baby of the range - or indeed any of the handful of similar scaled-down big coaches - are faced with a dilemma. How can you justify paying nearly as much for a 41-seater as you would for an equivalent 53?

Then there's the added pressure of knowing that there are many 53s which cost less.

Although part of the justification lies in its ability to reach the parts that other coaches can't and because its rarity claims a premium hire rate which ultimately translates into better residuals, the initial decision rests on a full understanding of what you are buying - a premium small coach for premium groups. **CBW**

SPECIFICATION

Vehicle:	EOS 80
Body:	9.5 metre, 41-seater
Price:	on application to Hughes DAF
Engine:	Mercedes-Benz OM 401 LA turbocharged and intercooled
Power:	290 bhp (213 kW)
Torque:	870 Lbf ft (1180 Nm) @ 1,200 rpm
Gearbox:	ZF S6-85 six-speed manual
Clutch:	single dry plate - air-assisted hydraulic operation
Steering:	ZF power assisted - 50 cm steering wheel with pneumatic adjustment for height and rake
Brakes:	pneumatic/hydraulic operation front - discs rear - drums handbrake - spring release exhaust brake - air operated ABS - Wabco
Suspension:	integral air system with ferry lift and kneeling
Front axle:	EOS independent
Rear axle:	ZF A-131 S9.1 single-reduction - ratio 2.93:1
Tyres:	Michelin 295/80R22

Options:	ZF hydraulic intarder or Telma Focal 2000 retarder demountable or fixed floor mounted toilet manual Continental door Sütrak air conditioning Webasto
-----------------	--



Modern dash and compact cab

DIMENSIONS

Length:	9.5 metres
Width:	2.5 metres
Height:	3.45 metres
Wheelbase:	4.49 metres
Unladen weight:	10,500 kg
GVW:	15,000 kg

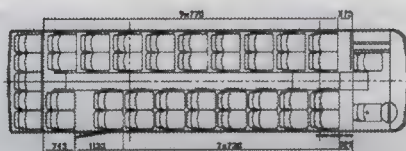
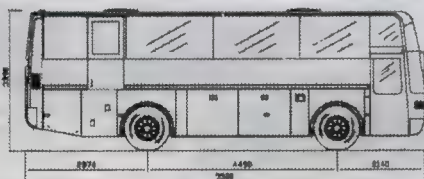
PERFORMANCE

Acceleration:	0-30 mph - 11 secs 0-50 mph - 23 secs 50-65 mph - 17 secs
Fuel economy:	14.39 mpg
Noise levels at 60 mph:	69 dB(A)

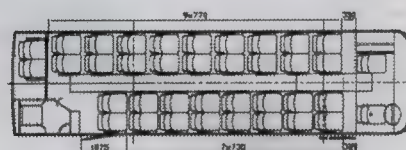
Hughes DAF



Introducing the New! EOS 80



41 Labellux



36 Labellux + washroom

Wheelbase	:	4,490 mm
Length	:	9,500 mm
Width	:	2,500 mm
Height	:	3,390 mm
GVW	:	15,000 kg

Mercedes OM401 LA - 290 hp engine

ZF S6-85 gearbox

Independent front suspension

ZF rear axle A-131-S9.1

Disc brakes at front

S-cam brakes on rear axle

6 tyres 295/80R22

ZF power steering

430 l fuel tank

205 Ah batteries

120A alternator

7 m³ luggage capacity

Double glazed tinted side windows

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Optionals:

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Buses are our business



Fuel savings make Javelin



SALVADOR CAETANO

Filling an Irish niche

EIREBUS of Dublin has collected its third MAN 11.190 midi-sized coach for incoming tourist work and corporate clients.

The first two have Jonckheere bodies and were acquired direct from Hallmarks, but the third, and latest MAN, is a new coach supplied by Salvador Caetano UK of Heather, Leicestershire.

Transport manager, Sean

Martin, said: "There's a bit of a niche for this size of coach which is ideal for groups of around 20-25 ... but they are in short supply."

Eirebus was formed 25 years ago. It is headquartered in Dublin where 19 coaches are based. Together with associated companies in other parts of the country the Eirebus fleet stands at around 40 vehicles - the oldest

being six years old.

Mr Martin explained that 98 per cent of Eirebus activities were incoming tourists.

The new MAN has Caetano Algarve II body with 35 reclining seats. It joins a growing number of Caetano buyers in Eire.



PLAXTON

Cool performance

NEW for Harry Shaw Travel in 1996 are three Volvo B10Ms with high-specification Plaxton Premiere 350 bodies.

The coaches will be used on a broad range of duties in the family business, which was founded in 1954. Harry Shaw Travel now runs 29 coaches from its Coventry base and has a string of ABTA travel agencies across the Midlands.

Director, John Shaw, said: "We pride ourselves in offering our customers an unbeatable mix of high quality and value for money."

"The Premieres have air-conditioning, which we see as essential for relaxed Continental touring - it's good for our drivers as well as our customers."

The 1996 Premieres were ordered after an initial batch of five - also with air-conditioning - was put into the fleet 12 months ago. "They performed well and we had no hesitation in adding more to the fleet this year," said Mr Shaw.





DENNIS

first choice

FirstBus subsidiary, SWT, prefers Dennis for National Express work

by Mike Morgan

HAVING experienced fuel savings worth around £3,500 a year per coach, FirstBus subsidiary, South Wales Transport has again specified 290 bhp Dennis Javelin GX coaches for its National Express fleet.

SWT managing director, Alan Kreppel, said: "We introduced Javelin GXs to some of our National Express workings some 12 months ago and have been very pleased with their performance."

"We're not only getting the high levels of reliability which are critical on this type of intensive operation, but we're getting lower fuel bills too, with a saving

of over 1 mpg compared with the coaches which we were using before."

The company has added four more Javelin/Expressliners for high-mileage routes from Haverfordwest to Birmingham and London via Swansea.

All are to Rapide specification with 44 reclining seats - all fitted with seat belts - and a rear-mounted washroom and servery.

Part of the package is an automatic gearbox which Mr Kreppel says is essential for coaches running in London traffic.

● The calculation of fuel saving is based on pump prices in the region of £2.50 a gallon and a saving of 1 mpg over 170,000 miles.



KÄSSBOHRER

Special duo for London

ANDERSONS' Travel, the coach company which nestles under the shadow of Tower Bridge in London, has added a pair of Setra 250 Specials to its fleet.

The 250s bring air-conditioned comfort to the tourist work in the capital and are finished in an updated variation of the company's green on white livery with the usual stripe extended with a

touch of 'graffiti'.

The coach is powered by MAN's 370 bhp engine driving through ZF 8S-180 eight-speed gearbox. Aluminium wheels, Webasto and suspension lift/lower are also fitted.

Interior specification includes 48 reclining seats, kitchen, toilet, courier seat, and fridge.

from Premieres



NORTHERN COUNTIES

Olympians return to Derby

DERBY City Transport, a subsidiary of British Bus, has received yet more new buses, in the shape of two Northern Counties Palatine I Volvo Olympians, with three more due at the end of this month.

These follow closely the five East Lancs-bodied Scania deckers (CBW, 26 August 1995), five single-deck Scania L113s (CBW, 3 February) and 10 Alexander Sprint-bodied Mercedes-Benz 709Ds (CBW, 1 June).

Phil Booker, Derby's general manager, said: "Another 13 709Ds are due mid-Summer."

"These are our first Olympians since 1982, which we later sold to Chester in 1987, it is also a return to Northern Counties after

an absence of eight years."

The continuing investment by British Bus will see further Northern Counties Volvo Olympians allocated to the fleets of Southend, The Shires, Midland Fox, London and Country and Yorkshire Buses. **CBW**



Classified

Tel: 01733 467147 Fax: 01733 467154



BEDFORD

BEDFORD, 1977, Plaxton, 53 coach, MoT until August 28th, good contract vehicle, £1,750 ono. Tel. 01842 752226 (Norfolk). (63855/BE)

BEDFORD, 1986 YNT Plaxton Paramount 3200, 53 seater, tinted windows, excellent condition. £19,000 plus VAT. Tel: 01623 650241 or 743845 (Notts). (63828/BED)

BEDFORD, D reg, YMPS, 35 recliners, aircraft lockers, tables, very clean and tidy, long MoT, £24,950 + VAT. Tel. 0121 558 0087. (63925/BE)

BEDFORD YMT, 53 seater, excellent condition, MoT May '97. £2,500 ono + VAT. Tel: 01694 771321. (63961/BE)

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1989 F REG BERKHOF EXCELLENCE 2000

76 seats, 4 tables, double glazed, full executive, 3 monitors, stereo, fridge, coffee machine, toilet, full PA system including CD player, new tyres, owner driven.

£70,000 ono + VAT

Some work available

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0191 414 2384 (eves)

(63919/BER)

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1988 BOVA FUTURA DAF

49 recliners + toilet, courier seat, tea/coffee machine, blue interior, MoT April '97, vgc.

Tel. 01485 532349

(63595/BO)

1993 BOVA EUROPA, 53 seats, recent paint, new MoT, taxed, good order and condition. £15,500 + VAT. Tel. 01355 235292 (Scotland). (63798/BOV)

BOVA



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DAF

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51 recliners, centre toilet, continental door, boiler, Blaupunkt radio/cassette, PA, video, tinted double glazing, curtains, test 26/10/96.

£49,950 + VAT

Tel: 01977 513666

(63930/DAF)

1989 DAF VAN HOOL DH, 49/51 seats plus courier, re-cond ZF 6-speed gearbox, splitter, exhaust brake, full executive spec, TV/video, water boiler, toilet, drivers bunk, telephone.

Exceptional condition throughout, MoT April '97.

Price includes many spares, plus tour work available.

£75,000 o.n.o.

Tel: 01226 293 566

(63939/DAF)

1985 DAF MB200 PLAXTON PARAMOUNT 3500

Low driver, 53 reclining seats, Blaupunkt radio/pa, curtains, rear continental door, excellent condition throughout, very smart vehicle, taxed and tested.

£36,950 + VAT

Tel. 01992 572409

(63216/DAF)

DAF



DAF PLAXTON 3200 1983 MB200

51 recliners + courier, double glazed, sun dimmed, rear continental door, MoT till late November, very good throughout, in stock, white, ready to work.

£20,000

Tel. 01227 710493

(63795/DAF)

DENNIS

1990 DENNIS DART

Carlyle Body, 39 seats, MoT 5/97

£37,000 + VAT ono

Tel: 01757 268229

or

0802 860466 (N. Yorks)

(63696/DE)

DOUBLE DECKERS

SKYLINER MERCEDES V10

75 seats, nice one.

Contact Dave

0181 952 1300

(63960/DD)

1981 W DENNIS DOMINATOR East Lancs
74 seats, Gardner/Voith + air suspension, MoT April.

1978 T BRISTOL VR3 low height ECW, 74 seats, Gardner 6LXB, MoT June 97.

FLEETMASTER

Tel: 01403 276222

Fax: 01403 275888

(63835/DD)

FORD

FORD TAXIBUS, 8 seats, 1 wheelchair, now with electric windows, alloy wheels, luggage tailgate, special offer, 3 only. Tel. Blythwood Motors on 0141 221 3165 or 0141 639 6107 evenings.

(63934/FO)

FORD

FORD, 1979 Plaxton Supreme IV, out of test, u/s engine, all other spares on vehicle, £1,500 ono. Tel. 01842 752226 (Norfolk). (63856/FO)

1983 FORD R1115 PLAXTON 3200, 53 seater, TV, video, PA, curtains, moquette trim to roof and racks, £10,500 + VAT ono. Tel. 01653 695322. (63916/FO)

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1977 LEYLAND LEOPARD
53 seater Duple Dominant II, new engine
2 years, retrim 1 year, 12 months test,
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£5,000 + VAT

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(63775/LE)

1982 Y

12M LEOPARD

dual purpose ECW,
55 seats,
MoT November.

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Fax: 01403 275888

(63836/LE)

1989 LEYLAND TIGER TL11 PLAXTON 3200

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Telma etc., immaculate condition,
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'97**£4,500 ono**

LEYLAND ATLANTIAN, MCW
bodywork, T reg, tested May '97
.....**£3,500 ono**

LEYLAND NATIONAL, R reg, tested
November '96**£2,250 ono**

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All good condition.

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1989 F MERCEDES 811D
(Auto) Optare Starrider 26
seat service buses, many
Diptac features, choice of 5.

1991 H MERCEDES 709D
(Man) Dormobile service
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(63837/LE)

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1989 F REG COACH LAG PANORAMIC

32 seats with tables, 46 seater executive
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Every day use. New test &
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evenings/weekends

(63797/ME)

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£56,000. **711**, 29 coach spec, **£48,000**.
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service spec. **709**, 29 + standees,
£43,500. **811**, 33 + 12 from **£50,000** plus
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MoT Oct 96, **£13,000 ono**; and
MERCEDES 507, Reeve Burgess, 16
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MERCEDES 609 Reeve Burgess,
21 seater, 1987, MoT March 97, **£11,500**
ono. Tel. 0121 471 2000. (63920/ME)

MERCEDES 207D, 1983 A reg, 12 seats,
very good condition, taxed until end
October, MoT Jan '97. **£1,750 + VAT**.
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1993 L 609 D, 23 seats

1993 L 711 D, 19 seats + courier

1994 L 711 D, 24 seats

1993 K 814 D, 29 seats + courier,
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1989 G REG BEDFORD MIDI DIESEL 4x4, 8 seater.

1986 C REG RENAULT MASTER, 14 seater.

1976 LEYLAND LEOPARD, 53 seater, Plaxton Supreme.



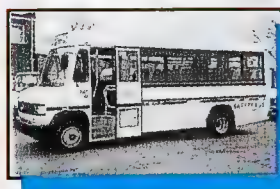
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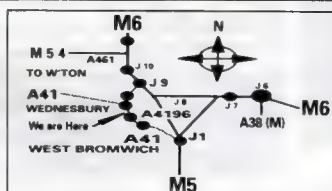
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M NISSAN SERENA 2.0 D SLX. 5 door, 7,000 miles. Metallic blue/green. Mint condition and fully loaded. Choice of 2 from **£10,995.**

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Either 16 passengers with a huge boot or 19 passengers and a small boot. This superb value for money range of luxury mini coaches is unbeatable.

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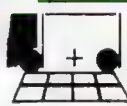
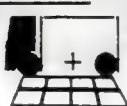
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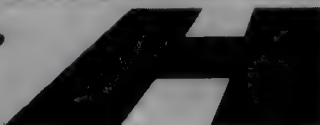


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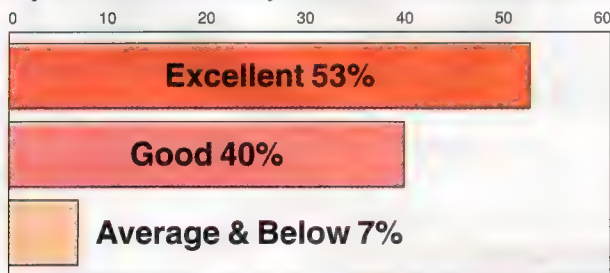
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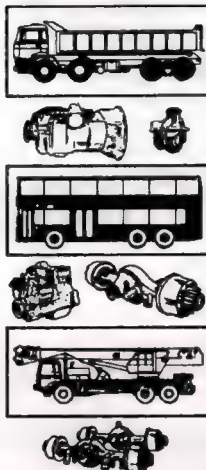
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EXAMPLE

44

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STAGECOACH/CAMBUS: STAGECOACH GIVES UNDERTAKINGS IN LIEU OF MERGER REFERENCE

Mr John Taylor, Minister for Competition and Consumer Affairs, announced on 5 June 1996 that he had accepted undertakings from Stagecoach Holdings plc in relation to their acquisition of Cambus Holdings Limited. The acquisition will not now be referred to the Monopolies and Mergers commission.

The undertakings are intended to address the competition concerns identified by the Deputy Director General, Office of Fair Trading arising from the acquisition. They provide for the divestment of M K Metro Ltd and Milton Keynes City Bus Ltd in Milton Keynes together with Stagecoach's United Counties Omnibus Company depot in Huntingdon. Stagecoach have also agreed to comply with a number of behavioural undertakings applying to fares, service levels, tenders, responses to competition, the relationship of fares to costs and the provision of information.

Further details including the text of the signed undertakings and a copy of the Deputy DGFT's advice can be obtained from the Department of Trade and Industry's, Consumer Affairs and Competition Policy Directorate - telephone 0171 215 5759.

Vacancy for Manager, Stagecoach Stroud Valleys

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Closing date for applications is 18 July 1996

STAGECOACH/LANCASTER CITY TRANSPORT: STAGECOACH GIVES UNDERTAKINGS FOLLOWING MMC REPORT

Mr John Taylor, Minister for Competition and Consumer Affairs, announced on 7 June 1996 that he had accepted undertakings from Stagecoach Holdings plc to remedy the adverse effects on competition identified by the Monopolies and Mergers Commission (MMC) as a result of the acquisition by Stagecoach of Lancaster City Transport (LCT).

The undertakings follow the original recommendations in the report by the MMC, concerning the acquisition, which was published on 1 December 1993. The then Minister for Corporate Affairs, Neil Hamilton, accepted the MMC's conclusions that the merger had eliminated the degree of competition and potential competition from LCT for commercial bus services that had existed in the district of Lancaster prior to the merger.

Further details including the text of the signed undertakings, can be obtained from the Department of Trade and Industry's, Consumer Affairs and Competition Policy Directorate - telephone 0171 215 5759.

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C.P.V. CONVERSIONS, Alpha-Tec. tel: 01132 329559

CCS 24hr Coach Mobile
B/Down Svc tel: 0181 5617838

Coach Wash, Armchair Brentford tel: 0181 568 8227

Cornish-NW, Insurance
tel: 0151 5461282

D — D

Driver Seats: Thomas Scott & Co.
tel: 0141 763120

DB. Associates Business
Consultants tel: 01799 540513

Dennis Specialists Vehicles
tel: 01483 571271

E — E

Elite Services
Seatbelt specialists
tel: 0161 480 0617

I — I

Insurance, Robin Huckle and Co Ltd. tel: 0121 454 8878

K — K

KONI Shock Absorbers,
Roadlink Int' tel: 01902 636206

Kirkby Coach and Bus
Sheffield tel: 01909 551166

L — L

Lockerbie P.S.V. Consultants.
Agents for Onyx, Nutrack and Cacclamali.
tel: 01228 562414/0378 041151
or N.E. Agent on 0860 795598

Leyland Engines, call
Actionform! tel: 01902 714242

M — M

Mobile Vehicle Lifts - Prolift
tel: 01432 350330

P — P

Paul Gardner, Engineering Ltd
tel: 0161 787 7357

P.S.V. Products,
Audio/visual, catering equipment
tel: 0161 707 3202

Plaxton Parts & Service
Anston tel: 01909 551155
Direct Parts tel: 01909 550044

Plaxton Parts & Service
Barrhead tel: 0141 8815625
Direct Parts tel: 0141 880 8008

Plaxton Parts & Service
Ware tel: 01920 462383

Prolift, Mobile Vehicle Lifts
tel: 01432 350330

R — R

Reg. Plates, Tayside Numbers:
tel: 01382 350245
Registrations: National Numbers
tel: 01642 360066

R & H Engineering Services -

T — T

Toyota GB tel: 01737 785320
After Sales tel: 01737 785213

Transport Studies CPC, training
tel: 01254 823921

Transmissions, U.K. Diesels
tel: 01703 652288

U — U

Uniforms Unlimited
fax & tel: 01423 528275

V — V

Vulcan Eng, Seats&Hand Rails
Halifax tel: 01422 202840

W — W

Wrightsure Insurance Services
Limited. tel: 01708 865533/
0151 724 2266

**A TO Z
DIRECTORY
Telephone Numbers at a Glance**

Coach and Bus Week - Tel: 01733 467144



Gillie: Clansman opportunity

▼ Destinations

Key role for Judith Gillie

CLANSMAN Monarch, the Edinburgh based destination management company, has appointed **Judith Gillie** as its business development manager with specific responsibility for the association and corporate conference markets.

Prior to joining Clansman Monarch Ms Gillie was sales coordinator at the Balmoral Forte Grand in Edinburgh. She said: "I look forward to promoting the benefits of Clansman's one-stop facility to key players within this growing market."

▼ Manufacturing

Walter Alexander gets a new chief executive

Falkirk md promoted by Mayflower

by Ian Martin

BILL Cameron has been confirmed as the new chief executive of Walter Alexander.

Previously managing director of the bus body designer and manufacturer's Falkirk operation, he takes on responsibility for company operations worldwide and will lead a company

development programme which is expected to include new product launches in the near term.

Mr Cameron joined Alexander three years ago. He said: "The company has benefited from considerable investment levels since Mayflower took over (last summer), and some very significant opportunities are now within our grasp."



Stepping up: Bill Cameron

▼ Brakes

High tech role for sales manager

DAVID Wright (left) has been appointed sales manager for Ferodo's PCV products. His promotion to this new post follows the introduction of the latest high technology F2030 PCV brake fric-

tion material. Previously, Mr Wright, 33, was a member of Ferodo's European product management team. He joined the company from University nearly 10 years ago.

CBW



Payment (please tick as appropriate)

Coach and Bus Week

	1 year	2 years	3 years
UK	£49.00	£88.00	£125.00
Eire/Europe 1 year	£92.00	Airmail 1 year	£124.00

Transit (Existing Coach and Bus Week Subscribers)

	1 year	2 years	3 years
UK	£72.00	£129.00	£183.00
Eire/Europe 1 year	£115.00	Airmail 1 year	£147.00

Coach and Bus Week and Transit (New Subscribers)

	1 year	2 years	3 years
UK	£121.00	£217.00	£308.00
Eire/Europe 1 year	£164.00	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS.
YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

- Owner/Director ☐ 01
 Senior/General Manager ☐ 02
 Engineering/Service Manager ☐ 03
 Other (please specify) ☐ 04

2. What is your company's main business function?

- Bus Operator ☐ 01
 Coach Operator ☐ 05
 Coach & Bus Operator ☐ 02
 Local Government ☐ 03
 Other (please specify) ☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|----------|-----------------------------|-----------------------------|
| 1-5 | <input type="checkbox"/> 01 | <input type="checkbox"/> 10 |
| 6-10 | <input type="checkbox"/> 02 | <input type="checkbox"/> 11 |
| 11-15 | <input type="checkbox"/> 03 | <input type="checkbox"/> 12 |
| 16-25 | <input type="checkbox"/> 04 | <input type="checkbox"/> 13 |
| 26-39 | <input type="checkbox"/> 05 | <input type="checkbox"/> 14 |
| 40-100 | <input type="checkbox"/> 06 | <input type="checkbox"/> 15 |
| 101-400 | <input type="checkbox"/> 07 | <input type="checkbox"/> 16 |
| 401-1000 | <input type="checkbox"/> 08 | <input type="checkbox"/> 17 |
| 1000 + | <input type="checkbox"/> 09 | <input type="checkbox"/> 18 |

4. Do you have responsibility for the recommendation/
purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|--------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles | <input type="checkbox"/> 01 | <input type="checkbox"/> 12 | <input type="checkbox"/> 23 |
| Parts/Spares | <input type="checkbox"/> 02 | <input type="checkbox"/> 13 | <input type="checkbox"/> 24 |
| Oil/Fuel | <input type="checkbox"/> 03 | <input type="checkbox"/> 14 | <input type="checkbox"/> 25 |
| Breakdown | <input type="checkbox"/> 04 | <input type="checkbox"/> 15 | <input type="checkbox"/> 26 |
| Insurance/Finance | <input type="checkbox"/> 05 | <input type="checkbox"/> 16 | <input type="checkbox"/> 27 |
| Fuel Cards | <input type="checkbox"/> 06 | <input type="checkbox"/> 17 | <input type="checkbox"/> 28 |
| Training | <input type="checkbox"/> 07 | <input type="checkbox"/> 18 | <input type="checkbox"/> 29 |
| Venue/Attraction Tickets | <input type="checkbox"/> 08 | <input type="checkbox"/> 19 | <input type="checkbox"/> 30 |
| Ferry Crossing | <input type="checkbox"/> 09 | <input type="checkbox"/> 20 | <input type="checkbox"/> 31 |
| Hotel Bookings | <input type="checkbox"/> 10 | <input type="checkbox"/> 21 | <input type="checkbox"/> 32 |
| Theatre Tickets | <input type="checkbox"/> 11 | <input type="checkbox"/> 22 | <input type="checkbox"/> 33 |
| Other (please specify) | <input type="checkbox"/> 34 | | |

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire ☐ 01
 Day Excursions ☐ 02
 British Tours ☐ 03
 European Tours ☐ 04
 Local Government Contracts ☐ 05
 Emergency/Breakdown Services ☐ 06

By cheque: I enclose a cheque for £ made payable to
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 DinersClub/Amex card for the amount of £

Expiry date /
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Job Title

Company

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Return to: Kerry Young, *Coach and Bus Week*, Subscription Department,
 EMAP Automotive Ltd., Wentworth House, Wentworth Street,
 Peterborough PE1 1DS
 or phone 01733 467051 today

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Ref: 6789

1993 L Volvo B10M Excalibur 3.5, 51/53 Reclining Seats

Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Soft Trim and Drinks Trays. CHOICE OF SIMILAR VEHICLES.

Ref: 6789

1993 K Volvo B10M Jonckheere Deauville 45L, 50/53 Reclining Seats

Exterior Cream and Red, Interior Brown Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat. CHOICE OF VARIOUS SIMILAR COACHES.

Ref: 6881

1993 K Volvo B10M Premiere 350, 49 Reclining Seats

Exterior White and Cream, Interior Multi Coloured Moquette, Radio, Pa, Cassette, TV, Video, Wheel Discs, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment, Fridge, No Rear Window and Water Boiler.

Ref: 7007

1992 K Volvo B10M Excalibur, 49/53 Reclining Seats

Exterior Orange and Cream, Interior Brown and Orange Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake,

Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Crew Compartment, Drinks Machine and Cupholder Unit.

Ref: 7013

1992 J Volvo B10M Excalibur, 49/53 Reclining Seats

Exterior Cream and Red, Interior Duo Brown Moquette, Radio, Pa, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, ABS, Telma, Air Conditioning, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and Hot/Cold Water. CHOICE OF SIMILAR VEHICLES.

Ref: 6847

1992 J Volvo B10M Jonckheere, 51 Reclining Seats

Exterior White, Interior Blue Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Crew Compartment, Soft Trim, Tea Machine and TV and Video.

Ref: 6670

1990 G Volvo B10M Paramount 3500, 51 Reclining Seats

Exterior White, Interior Brown Striped Moquette, Radio, Pa, Cassette, Wiring for TV and Video, Wheel Discs, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat.

Ref: 6901



Ref: 6881



Ref: 7013



Ref: 6847

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